## **Tabletop Exercise**

## King County Airport Police/ARFF

## 30 Sept 1996

A tabletop Exercise was held on 30 Sept. 1996 at the Boeing Fire Department Emergency Operations Center (EOC).

Participating agencies were:

Seattle Fire Department
Tukwila Fire Department
Boeing Fire Department
King County Airport Police/Fire Department

The scenario was a large aircraft crash. The initial calls went into the above Fire departments saying that there was a large plane crash on the airport and the Base area was at the Boeing Fire Department area.

Seattle Fire, Chief Vickery, stated that the initial response would be:

5 engine companies

1 medic unit

1 aid unit

2 Chiefs

2 ladder companies

Rescue 14

Air supply

foam standby truck

A total of 35 persons would be in this response

Tukwila Fire, Chief Olivas, stated that the Tukwila response would be:

2 engine companies

1 ladder

1 aid

1 medic

1 chief

A total of 14 people would be in their response.

Boeing Fire, Chief Johnson, stated the Boeing response would be:

3 ARFF vehicles (2 - 3000 gal. & 1 5000 gal) A total of 6 people would be in their response.

King County Airport Police/Fire, Chief Olson, stated that the Airport response would be:

2 ARFF vehicles (1 - 1500 gal & 1 - 500 gal) A total of 2 people would respond.

The Incident Command system would be utilized. The Senior Airport member would assume Incident Command and use a Seattle engine company for staff. A Seattle or Tukwila Chief would be delegated operations and appoint the Boeing senior member to fire suppression. A Seattle engine company would be appointed to Base/staging. A fire officer would be appointed to the rescue duty. The first arriving medic unit would become medical command.

A Chief from Seattle or Tukwila would be appointed Logistics and assign persons to the Rehab, communications and equipment functions.

An airport Maintenance or Administration person would be appointed to planning.

Seattle or Tukwila would supply a PIO from an on-call person.

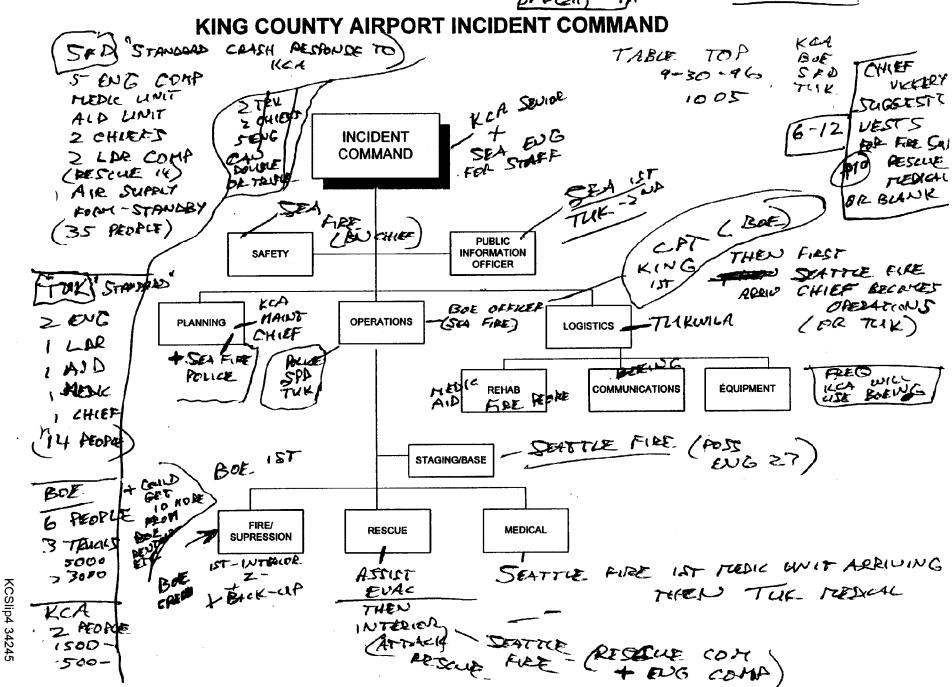
A Safety Officer would be appointed from Seattle fire who has a dedicated safety person respond.

It became clear that additional people were needed as the crash site was determined to be an MCI. Seattle stated they could send a second response the same as the initial response or a 3rd if needed. Tukwila stated they could get a second response if needed by going to Zone 3.

Communications were determined to be Boeing Fire for the command frequency and other Seattle, King County and Tukwila frequencies for other functions as needed. In the future the Zone 3 frequency would be used for talk groups. (Not all agencies are in service on the 800 mhz).

Items needed that were not readily available from the airport were:

IC vests for all functions Checklists for all functions Large maps Status boards



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